

INDUSTRIAL WASTE INVESTIGATION AND SURVEILLANCE STATUS REPORT

FIRM NAME JONES TRUCK LINES

ADDRESS 2133 N. BARNES TELEPHONE 869-7255

PERSONNEL CONTACTED **POSITION**

POSITION

POSITION

POSITION

POSITION

POSITION

ACTION INITIATED BY: Lyman, Higgins, Carson

4) 6-2-72 - DYE TRACING - NO SPECIFIC PROBLEMS.

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF FILE

DATE January 18, 1985

DEPARTMENT _____

On January 14, 1985 Gene Pabst and I met with Gale Hunt, the terminal manager of Jones Truck Lines, to discuss the results of the tank testing done by Montgomery Metal Craft. Also present were Joe Montgomery, Dan Thurrrman and Don Chadwick of the Fire Department. The results of the first testing of the tanks were that the north tank was losing .368 gal./hr. and the south was .106 gal./hr. Some minor repairs were done and the results of the second testing were .275 gal./hr. and .148 gal./hr. respectively. The acceptable tolerance for the Petro Tite test is .050 gal./hr. It was Mr. Montgomery's opinion that the tanks were tight. He said that situations that could cause a higher reading were the tanks being off level or air pockets in the tanks. He said that in cold weather the tanks were winterized by adding 5 gallons of alcohol per 8000 gallons of fuel and that water finder paste doesn't work in the presence of alcohol. He also said that the tanks were backfilled with clay which could seal a leak. Mr. Hunt said that the tanks were 15 years old and the fuel was tested for water everytime a new load was delivered. They haven't detected any water in the fuel. He also said that the spill that occurred on November 27, 1984 happened when a truck driver left an automatic nozzle in place which failed to shut off, overfilling the tank and spilling approximately 50 gallons of diesel fuel. The company has replaced the automatic nozzles with non-automatic nozzles to prevent a recurrence of the problem.

The Fire Department said that the results of the tank testing were acceptable to them. Gene and I discussed the results with Bob Schaefer. We decided that since no apparent problems were being caused in the POTW or the environment, we wouldn't request any further action at this time.

cc: Bob Schaefer, P.E., Superintendent of Sanitary Services

Karen Chandler
Karen Chandler

SIGNED Water Pollution Control Inspector II
Surveillance & Enforcement

2133 N. Barnes

14. *Signed* *Frank*

Name of Supplier: Owner or Dealer

Address No. and Street(s)

CAPACITIES
 Nominal
 Actual doubt
 Identity Brand or Surname
 Before Fill-up

Mr. Gale Hunt
Jones Truck Lines Inc.
2133 N. Barnes
Springfield, MO 65803

Dear Mr. Hunt:

This letter is to confirm our meeting of January 14, 1985 about the results of the tank testing work you have had done on your two tanks by Montgomery Metal Craft. You had your lines tested and your tanks tested twice. The first time they were tested the results were that the north tank was losing .368 gal./hr. and the south tank .106 gal./hr. After some minor repairs the results were .275 gal./hr. and .148 gal./hr. respectively. The acceptable tolerance for the Petro-tite Tite test is .050 gal./hr. Mr. Montgomery explained that this discrepancy could be caused by such factors as the tanks not being level or air pockets in the tanks.

We are not requesting that you take any further action at this time other than closely watching your inventory because your tanks are not apparently causing a problem at this time. But due to the nature of this situation, further action may be required in the future to protect the groundwater and the City's sanitary sewer system from damage caused by the migration of lost hydrocarbon product.

If you have any further questions or problems, please don't hesitate to call.

Yours truly,

Karen Chandler
Water Pollution Control Inspector II
Surveillance & Enforcement

KC:js

cc: Mr. Robert Schaefer, P.E., Superintendent of Sanitary Services
 Mr. Henry Cole, P.E., Sanitary Engineer
 Mr. Ed Sears, Missouri Department of Natural Resources

15. TANK TO TEST		16. TANK TO TEST		17. FILL-UP FOR TEST		18. SPECIAL CONDITIONS TO TEST THIS TANK		19. TANK MEASUREMENTS		20. EXTENSION HOSE SETTING		21. LOSS OF TEST PROCEDURES		22. TANK ASSEMBLY		23. HYDROSTATIC PRESSURE CONTROL		24. TEMPERATURE COMPENSATION		25. VAPOR RECOVERY SYSTEM		26. TOTAL VOLUME FLOW RATE		27. TANK CAPACITY		28. NET VOLUME CHANGES EACH READING		29. ANNUALIZED JANUARY									
<i>North Tank</i>		<i>Dinner</i>		<i>Stick Water Bottom - before Fill-up</i>		<i>FILL UP TESTS DEPEND ON THE FOLLOWING CONDITIONS DROPOFF OR ETC.</i>		<i>Tank Diameter</i>		<i>WEIGHT IN TANK</i>		<i>WEIGHT IN TANK</i>		<i>WEIGHT IN TANK</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>		<i>Bottom of tank to Grade*</i>					

	A single tank for water 0°							
1115	Reute in full start tank	start assembly						
1200	groups in finished + running	start in standpipes about 42"						
			factor A .0091					
1245	A start blower load and 42"	1	42					
1300	blower load cont. 42"	2	38.7	42	.992	.725	-267	905 +9 +0.82 -349
1315		3	39.9	42	.225	.537	-188	925 +20 +182 -.370
1330		4	39.8	42	.532	.363	-174	944 +19 +173 -.347
1345		5	40.3	42	.363	.232	-131	960 +16 +146 -.277
1400		6	40.5	42	.232	.112	-120	979 +19 +173 -.293
1415		7	40.6	42	.778	.667	-111	993 +14 +127 -.238
1430		8	41.0	42	.667	.598	-69	1009 +16 +146 -.215
1455	down to 42"							
1445	A tank group start 12"	9	12					
1500		10	12.8	12	.608	.664	+0.56	0.37 +14 +127 -.071
1515		11	12.6	12	.664	.705	+0.41	0.49 +12 +109 -.068
1530		12	12.6	12	.705	.744	+0.39	0.59 +10 +0.91 -.052
1545		13	12.5	12	.744	.778	+0.34	0.72 +13 +118 -.084
1600		14	12.6	12	.778	.819	+0.41	0.85 +13 +118 -.077
1605	A tank start							

14. **Supplier's Name**

Name of Supplier, Owner or Dealer

Address No. and Street(s)

Date of Test

15. TANK TO TEST <i>South tank off 2</i> Identity by Position	16. CAPACITY Nominal Capacity <u>10,000</u> Gallons	By most accurate capacity chart available. <u>9994</u> Is there doubt as to True Capacity? <input type="checkbox"/>
See Section "DETERMINING TANK CAPACITY"		

17. FILL-UP FOR TEST

Stick Water Bottom before Fill-up 7' 0"
to 10 1/4 in. Gallons

Fill up. STICK BEFORE AND AFTER EACH COMPARTMENT DROP OR EACH METERED DELIVERY QUANTITY

Tank Diameter 10 8"18. SPECIAL CONDITIONS AND PROCEDURES TO TEST THIS TANK. OBS API Gravity 32.9 °F VAPOR RECOVERY SYSTEM
See manual sections applicable. Check below and record procedure in log (26). Water in tank High water table in tank excavation Line(s) being tested with LVL LTBottom of tank to Grade* 166"
Add 30" for 4" L "
Add 24" for 3" L or air seal "
Total tubing to assemble Approximate 204"

19. TANK MEASUREMENTS FOR TSTT ASSEMBLY

Bottom of tank to Grade* 59"
Extending hose on suction tube 6" or more below tank top "

20. EXTENSION HOSE SETTING

Extending hose on suction tube 6" or more below tank top "21. TEMPERATURE/VOLUME FACTOR (a) TO TEST THIS TANK
Is Today Warmer? Colder? °F Product in Tank °F Fill-up Product on Truck °F Expected Change (+ or -)
22. Thermal Sensor reading after circulation 10008 52/53 °F
Nearest! digits23. Digits per °F in range of expected change 307 digits
24. 10004 00045625 = 45638242 gallons
total quantity in full tank (16 or 17) coefficient of expansion for involved product per °F25. 4.5638242 307 = .0148658 This is
volume change per °F (24) Digits per °F in test Range (23) Volume change per digit. Compute to 4 decimal places. factor (a)

*If Fill pipe extends above grade, use top of fill.

petroTITE
TANK TESTER

100 TOSCA DRIVE
P.O. BOX CS-200
STOUGHTON, MA 02072-9986

16. CAPACITY Nominal Capacity <u>10,000</u> Gallons	17. FILL UP FOR TEST Stick Water Bottom before Fill-up <u>7' 0"</u> to <u>10 1/4 in.</u> Gallons	18. SPECIAL CONDITIONS AND PROCEDURES TO TEST THIS TANK. OBS API Gravity <u>32.9</u> °F VAPOR RECOVERY SYSTEM See manual sections applicable. Check below and record procedure in log (26).
19. TANK MEASUREMENTS FOR TSTT ASSEMBLY Bottom of tank to Grade* <u>166</u> " Add 30" for 4" L <u>"</u> Add 24" for 3" L or air seal <u>"</u> Total tubing to assemble Approximate <u>204</u> "		
20. EXTENSION HOSE SETTING Extending hose on suction tube 6" or more below tank top <u>"</u>		

21. TEMPERATURE/VOLUME FACTOR (a) TO TEST THIS TANK Is Today Warmer? <input type="checkbox"/> Colder? <input type="checkbox"/> °F Product in Tank °F Fill-up Product on Truck °F Expected Change (+ or -) 22. Thermal Sensor reading after circulation <u>10008</u> <u>52/53</u> °F Nearest! digits	23. Digits per °F in range of expected change <u>307</u> digits 24. <u>10004</u> <u>00045625</u> = <u>45638242</u> gallons total quantity in full tank (16 or 17) coefficient of expansion for involved product per °F	25. <u>4.5638242</u> <u>307</u> = <u>.0148658</u> This is volume change per °F (24) Digits per °F in test Range (23) Volume change per digit. Compute to 4 decimal places. factor (a)
26. LOG OF TEST PROCEDURES	27. DATE <u>6/25/</u> TIME (24 hr.) <u>0900</u>	28. Record details of setting up and running test. (Use full length of line if needed.) <i>Ground straps and caps down to tank floor level</i>
29. Hydrostatic Pressure Control Standpipe Level in inches	30. Hydrostatic Pressure Control Standpipe Level in inches	31. Volume Measurements (V) RECORD TO .001 GAL.
32. Product in Graduate Beginning of Reading No. <u>1</u>	33. Product Replaced (-) Before Reading After Reading Recovered (+)	34. Temperature Compensation USE FACTOR (a) 35. Thermal Sensor Reading 36. Change Higher + Lower - (c) x (a) = Expansion + Contraction -
37. Temperature Adjustment At High Level record Total End Deflection At Low Level compute Volume Minus Expansion (+) or Contraction (-) #33(lv) - #37(lt)	38. Net Volume Changes Each Reading 39. Accumulated Change	

11003

14. Name of Supplier, Owner or Dealer

Address No. and Street(s)

City

State

Date of Test

11-29-84

Sagamore Hill Propane



15. TANK TO TEST

N. Tank # 7
Identify by position
Diesel
Brand and Grade

16. CAPACITY

Nominal Capacity 6000
Gallons

Is there doubt as to True Capacity?

See Section "DETERMINING TANK CAPACITY"

17. FILL-UP FOR TEST

Stick Water Bottom before Fill-up None"
to $\frac{1}{8}$ in.

Gallons

Fill up STICK BEFORE AND AFTER EACH COMPARTMENT DROP OR EACH METERED DELIVERY QUANTITY

Tank Diameter 96

From Station Chart
 Tank Manufacturer's Chart
 Company Engineering Data
 Charts supplied with **PETRO TITE**
 IAT* TESTER
 Other _____

Total Gallons ea. Reading
 Stick Readings to $\frac{1}{8}$ in. Gallons
96 " 6016
24" on bottom -0
full top +10
6026

Inventory 96 "
 Product in full tank (up to fill pipe) _____

18. SPECIAL CONDITIONS AND PROCEDURES TO TEST THIS TANK
 OBS Sample Temp. 34.5
 OBS Gravity 57°F VAPOR RECOVERY SYSTEM
 See manual sections applicable. Check below and record procedure in log (26). Corrected API Gravity 60°F 34.7
 Water in tank High water table in tank excavation Line(s) being tested with VLLT

Stage I
 Stage II

19. TANK MEASUREMENTS FOR

TSTT ASSEMBLY

Bottom of tank to Grade* 170"
 Add 30" for 4" L 170"
 Add 24" for 3" L or air seal 204"

Total tubing to assemble Approximate 204"

20. EXTENSION HOSE SETTING

Tank top to grade 77"
 Extend hose on suction tube 6" or more
 below tank top 77"

21. TEMPERATURE/VOLUME FACTOR (a) TO TEST THIS TANK

Is Today Warmer? Colder? °F Product in Tank ____°F Fill-up Product on Truck ____°F Expected Change (+ or -)
 22. Thermal Sensor reading after circulation 111.7 digits 55/56°F Nearest

23. Digits per °F in range of expected change 313 digits
 coefficient of expansion for involved product

24. 6026 total quantity in full tank (16 or 17) 00045715 × Digits per °F in test Range (23) = 2.7544846 gallons
 volume change per °F (24)

25. 2.7544846 + 313 ÷ Digits per °F in test Range (23) = 0.0088002 This is test factor (a)
 Volume change per digit. Compute to 4 decimal places.

* If Fill pipe extends above grade, use top of fill.

26. LOG OF TEST PROCEDURES

DATE	TIME (24 hr.)	30. HYDROSTATIC PRESSURE CONTROL		31. VOLUME MEASUREMENTS (V) RECORD TO .001 GAL.		34. TEMPERATURE COMPENSATION USE FACTOR (a)		38. NET VOLUME CHANGES EACH READING		39. ACCUMULATED CHANGE	
		Standpipe Level in inches	Beginning Level to which Rosterd	Product in Graduate	Product Replaced (-)	Thermal Sensor Reading	Product Recovered (+)	Computation (c) × (a) = Expansion + Contraction - (c)	Temperature Adjustment	Volume Minus Expansion (+) or Contraction (-)	At High Level record Total End Deflection



100 TOSCA DRIVE
 P.O. BOX CS-200
 STOUGHTON, MA. 02072-9986
 (617) 344-1400

factor A .0088

12.15	straight back seat 42"	1	42	"	117	
12.30	straight back cont. 42"	2	39.3	42	.694	.594
12.45		3	38.6	42	.594	.449
13.00		4	38.7	42	.449	.323
13.15		5	39.1	42	.323	.213
13.30		6	38.5	42	.213	.078
13.45		7	38.9	42	.806	.688
14.00		8	39.1	42	.688	.581
14.05	driven down right 12"	/				
14.15	straight back seat 42"	9	12		235	
14.30		10	11.9	12	.604	.604
14.45		11	11.8	12	.604	.593
15.00		12	11.9	12	.593	.587
15.15		13	11.9	12	.587	.578
15.30		14	12.0	12	.578	.578
15.35	straight back					

365

*Green Brook Inn
Aug,*

Factor A .0150

12.25		1	42		0.804
12.40		2	40.2	42	.572
12.55		3		42	816
13.10		4			
13.25					
13.40	Breathes Single Level 42"	1	42		874
13.55		2	41.8	42	.553
14.10		3	39.1	42	.653
14.25		4	39.1	42	.440
14.40		5	46.1	42	.243
14.55		6	41.0	42	.114
15.10		7	41.2	42	.573
15.25		8	41.5	42	.529
15.40		9	41.8	42	.495
15.55		10	42.1	42	.480
16.00	42" - I turned around 12"	11		12	
16.10	I took down about 12"	12			960
16.25		12	13.5	12	.125
16.40		13	13.3	12	.236
16.55		14	13.2	12	.332
17.00		15	13.4	12	.417
17.25		16	13.3	12	.514
17.30	A. 4.447 5.545				1.06

November 28, 1984

Mr. Gale Hunt
Jones Truck Lines
2133 N. Barnes
Springfield, MO 65803

Dear Mr. Hunt:

On November 27, 1984 this office investigated a complaint that an oily substance was draining from your property. An inspection of the area revealed that the oil had apparently been carried by rainwater from the south end of your lot. It then flowed to the west across Loren Cook's property and to the south entering the storm drainage area under Dale Street.

Please be advised that such a discharge is a violation of City, State and Federal Water Pollution Control Laws and a violation of City Health Ordinances. These laws contain severe penalties for the unlawful discharge of water contaminates. This office maintains periodic surveillance within the corporate limits of the City and will be watching this area closely.

If you have any questions, please don't hesitate to call.

Yours truly,

Karen Chandler

Karen Chandler
Water Pollution Control Inspector II
Surveillance & Enforcement

KC:je

cc: Robert R. Schaefer, P.E., City of Springfield
Henry Cole, P.E., Sanitary Engineer
Chuck Kroeger, Dept. of Natural Resources
File

2133 N. Barnes

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF _____

FILE

DATE

August 23, 1984

DEPARTMENT _____

On Wednesday, August 22, 1984, Gale Hunt of Jones Truck Lines, Inc. (2133 N. Barnes), called to report a #2 diesel fuel spill. He said that a driver was filling the tank on a semi tractor and left the nozzle of the diesel pump in place. The nozzle came out of the tank spilling approximately 50-60 gallons of the fuel onto the lot. The truck driver then hosed the lot off with water, causing some of the fuel to soak into the soil on Loren Cook's property. Mr. Hunt reported the spill to the Department of Natural Resources and the Environmental Protection Agency and put sawdust on the spilled material. After checking with the local DNR office and Henry Cole, Gene Pabst and I recommended that Mr. Hunt dispose of the sawdust and contaminated soil in the sanitary landfill.

cc: Mr. Charles Wilhite, DNR
Mr. Henry Cole, P.E., Sanitary Engineer

SIGNED _____

Karen Chandler
Karen Chandler

Water Pollution Control Inspector II
Surveillance & Enforcement

2133 N. Barnes

CITY OF SPRINGFIELD
INTER-OFFICE MEMORANDUM

ATTENTION OF MEMO TO FILE

DATE January 14, 1977

DEPARTMENT _____

Re: Jones Truck Line, Inc.
#2 Diesel Spill

This office received a report on December 19, 1976 that Jones Truck Line, Inc. 2133 N. Barnes had lost a sizable amount of #2 Diesel. The spill occurred sometime during the weekend of December 25. The terminal manager for Jones was contacted. He explained that they lost about 10 gallons of #2 diesel when a nozzle from their pumps fell out of a saddle tank on one of their trucks. The terminal manager was informed of his need to call the proper governmental agencies to report the spill. It appears to the personnel in this office that more than 10 gallons was lost and that it did cross the property line on Erickson's property. The spill was not reported.

EDP:mh

SIGNED

Gene Pabst
Gene Pabst, WPCI III, S & E

Jones Truck Lines
6-2-72

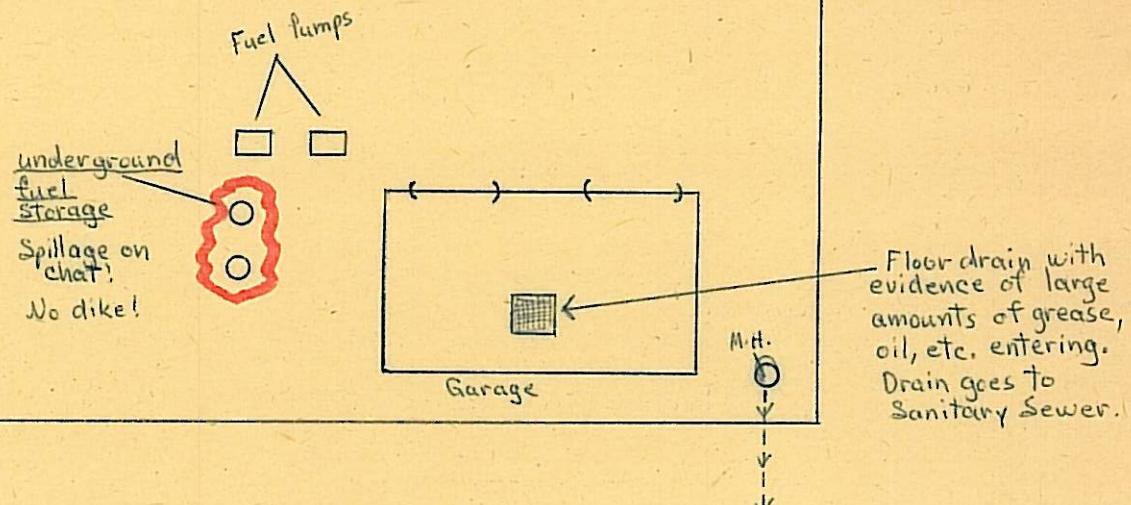
2133 N. Barnes
Lyman, Higgins, Corson

- 1) All rest rooms go to sanitary sewer.
- 2) All floor drains go to storm via drainage off the paved lot. Roof drainage also goes to lot.
- 3) A grease trap(?) and combination floor drain goes to sanitary sewer.*
Most oil and grease (used) is collected in drums and taken away; except that spilled on floor. Maintenance and operation of the sump in the garage may not be desirable.
- 4) Also some traces of fuel spillage around filling of underground storage tanks was observed. They were Not Diked.

*Garage used for repair & Maintenance

UNLOADING DOCKS

* No signs of any large amounts of oil leaving grounds via storm runoff.



JONES TRUCK LINES

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